

**AMENDMENTS TO THE CLAIMS:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**LISTING OF CLAIMS:**

Claim 1-17 (Canceled)

18. (Currently Amended) A tire including a tread on a tire having a carcass reinforcement surmounted by a crown reinforcement, the tread provided on its running surface with a plurality of tread grooves of depth  $h$ ; the grooves including at least circumferential grooves separated axially by ribs; the tread comprising at least one internal anti-rubber-on-rubber connection element forming comprising two branch portions each having radially inner and outer ends and a common part interconnecting the radially inner ends; the two branch portions forming, together with the common part, a space which delimits a volume of filler material occupying said space; said filler material being removable from said space for creating a regrooving groove; said at least one anti-connection element, when viewed in a meridian section, having in part a contour identical to the contour of a wall of the regrooving groove; the radially outermost portion of said at least one anti-connection element located farthest from the tire's axis of rotation being spaced from the running surface by a distance  $h_1$  which is less than the depth  $h$  of the grooves; the radially innermost portion of said at least one anti-connection element located closest to the axis of rotation being spaced from the running surface by a maximum regrooving height  $H$ ; wherein said at least one anti-connection element includes at least one a

~~recess arrangement~~ formed therein which ~~receives rubber of said tread; enables~~  
~~rubber of said tread to form a retaining portion extending from one branch portion to~~  
~~the other at a location radially inwardly of the radially outermost portion of the anti-~~  
~~connection element and radially outwardly of the common part; the at least one~~  
~~recess arranged~~ recess arrangement positioned such that during tire travel when the  
~~tread is flattened against a road surface and said radially outermost portion of said at~~  
~~least one anti-connection element opens~~ ends of said branch portions open on to the  
running surface after tread wear to expose the filler material, the rubber of said tread  
~~received in said recess is situated radially outwardly of, and in radially overlying~~  
~~relationship to, a portion of said filler material at a location radially inwardly of said~~  
~~radially outermost portion of said at least one anti-connection element for resisting~~  
space, said retaining portion resists radial forces tending to eject said filler material  
from said tread space.

19. (Canceled)

20. (Currently Amended) The tread tire according to claim 18 wherein the at  
least one anti-connection element includes a wall having a thickness in the range of  
0.2 to 2 mm.

21. (Currently Amended) The tread tire according to claim 18 wherein the at  
least one anti-connection element has an anti-sticking property relative to both the  
tread rubber and the filler material.

22. (Currently Amended)) The ~~tread~~ tire according to claim 21 wherein the at least one anti-connection element comprises ~~a space filled with a~~ solid material.

23. (Currently Amended) The ~~tread~~ tire according to claim 24 18 wherein the at least one anti-connection element comprises a one-piece solid insert.

24. (Currently Amended) The ~~tread~~ tire according to claim 18 wherein the at least one anti-connection element is formed of a tearable material.

25. (Canceled)

26. (Currently Amended) The ~~tread~~ tire according to claim 18 wherein the at least one anti-connection element includes ~~a wall which forms the space containing the filler material, the space having a radially outward opening formed by two branches of the wall that are arranged generally~~ substantially parallel to an equatorial plane of the tire.

27. (Currently Amended) The ~~tread~~ tire according to claim 18 wherein the distance ( $h - h_1$ ) is at least equal to a thickness of a wear indicator located in the bottom of each circumferential groove of the tread.

28. (Currently Amended) The ~~tread~~ tire according to claim 26 18 wherein radially outer ends of the branches have respective contours in the form of

circumferentially continuous lines of varying height, measured in a radial direction to define the recess arrangement.

29. (Currently Amended) The ~~tread~~ tire according to claim 28 wherein the contours are representative of a periodic function.

30. (Canceled)

31. (Currently Amended) The ~~tread~~ tire according to claim 18 wherein the at least one anti-connection element comprises ~~an incision formed between the tread rubber and the filler material~~ apertures formed through each branch portion at respective locations spaced radially inwardly from the branch portion's radially outer end.

32. (Currently Amended) The ~~tread~~ tire according to claim ~~49~~ 18 wherein the anti-connection element and the ~~rubber~~ filler material define a radially outer circumferential surface when the radially outermost portion of the at least one anti-connection element opens on to the running surface after tread wear, wherein ~~the at least one bridge comprises a plurality~~ there is a plurality of the retaining portions in the form of bridges spaced circumferentially apart along such outer surface; each bridge defining a radially outer bridging surface, wherein a total area of said bridging surfaces is in the range of 5% to 35% of the area of the outer circumferential surface defined by the anti-connection element and the filler material.

33. (Currently Amended) The ~~tread~~ tire according to claim 18 wherein the at least one anti-connection element comprises a plurality of anti-connection elements extending respectively in a circumferential direction of the tire and a plurality of anti-connection elements extending in a direction transversely of the circumferential direction.

34. (Currently Amended) The ~~tread~~ tire according to claim 18 wherein the at least one anti-connection element includes an indicator for indicating when the at least one anti-connection element has come into contact with a roadway after tread wear.

35. (Currently Amended) The ~~tread~~ tire according to claim 34 wherein the indicator comprises a coloration of the at least one anti-connection element which is different from a coloration of the tread.

36. (Canceled)

37. (Currently Amended) A method of regrooving a tread according to claim ~~19~~ 18 wherein the ~~at least one bridge comprises a plurality of spaced apart bridges;~~ the distance  $(h-h_1)$  being at least equal to a thickness of a wear indicator located in the bottom of at least some of the tread's circumferential grooves, the method comprising, after visualization of the radially upper outer ends of the anti-connection elements branch portions following tread wear, of cutting out some, but less than all

~~of the bridges and extracting the filler material by breaking the remaining bridges by traction~~ the retaining portion is cut-out and the filler material is removed.

38. (New) A tire including a tread having a carcass reinforcement surmounted by a crown reinforcement, the tread provided on its running surface with a plurality of tread grooves of depth  $h$ ; the grooves including at least circumferential grooves separated axially by ribs; the tread comprising at least one internal anti-rubber-on-rubber connection element comprising two branch portions each having radially inner and outer ends and a common part interconnecting the radially inner ends, the two branch portions separated axially and forming, together with the common part, a space which delimits a volume of filler material occupying said space; said filler material being removable from said space for creating a regrooving groove; said at least one anti-connection element, when viewed in a meridian section, having in part a contour identical to the contour of a wall of the regrooving groove; the radially outermost portion of said at least one anti-connection element located farthest from the tire's axis of rotation being spaced from the running surface by a distance  $h_1$  which is less than the depth  $h$  of the grooves; the radially innermost portion of said at least one anti-connection element located closest to the axis of rotation being spaced from the running surface by a maximum regrooving height  $H$ ; wherein said at least one anti-connection element includes a recess arrangement formed therein which enables rubber of said tread to form a retaining portion connected to the filler material at a location radially inwardly of the radially outermost portion of said at least one anti-connection element; the recess arrangement positioned such that during tire travel when said radially outermost ends of said

branch portions open on to the running surface after tread wear to expose the space, said retaining portion resists radial forces tending to eject said filler material from said space.

39. (New) The tire according to claim 38 wherein the anti-connection element is of U-shaped cross section.

40. (New) The tire according to claim 38 wherein the anti-connection element is of V-shaped cross section.

41. (New) The tire according to claim 38 wherein the at least one anti-connection element comprises circumferentially separated sections, wherein the retaining portion is disposed circumferentially between the sections.

42. (New) A method of regrooving a tread according to claim 38 wherein after visualization of the radially outer ends of the branch portions following tread wear, the retaining portion is cut-out and the filler material removed.